

ISOMETRIC VIEW

"X"	GRASS "A"	S/W "B"	RAMP "W"	CURB RETURN HEIGHT	FLARE "C"	MIN. S/W SLOPE LENGTH "D"
*6'-0"	0'-0"	5'-0"	2'-0"	4"	2'-0"	4'-0"
6'-0"	0'-0"	6'-0"	2'-0"	4"	2'-0"	4'-0"
6'-6"	1'-6"	5'-0"	2'-6"	4"	2'-6"	4'-0"
7'-0"	2'-0"	5'-0"	3'-0"	4"	3'-0"	4'-0"
7'-6"	2'-6"	5'-0"	3'-6"	4"	3'-6"	3'-6"
8'-0"	3'-0"	5'-0"	4'-0"	4"	4'-0"	3'-0"
8'-6"	3'-6"	5'-0"	4'-6"	N/A	4'-6"	3'-0"
9'-0"	4'-0"	5'-0"	5'-0"	N/A	5'-0"	2'-6"
9'-6"	4'-6"	5'-0"	5'-6"	N/A	5'-6"	2'-6"
10'-0"	5'-0"	5'-0"	6'-0"	N/A	6'-0"	2'-6"

LEGEND

A = GRASS STRIP

B = SIDEWALK

C = FLARE

W = RAMP (W = A+1')

X = A+B

* SIDEWALK REQUIRED TO MAINTAIN
A 4'-0" LANDING ADJUST BACK OF
WALK 1'-0" INTO PROPERTY FOR WCR

CITY OF GREENSBORO

STANDARD WHEELCHAIR RAMP

STD. NO.

418

REV.

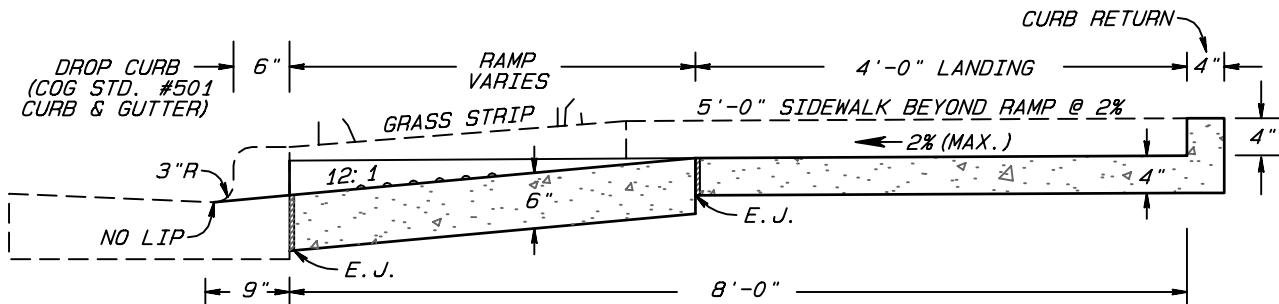
08-92 09-03
09-95 03-04
08-02 09-05



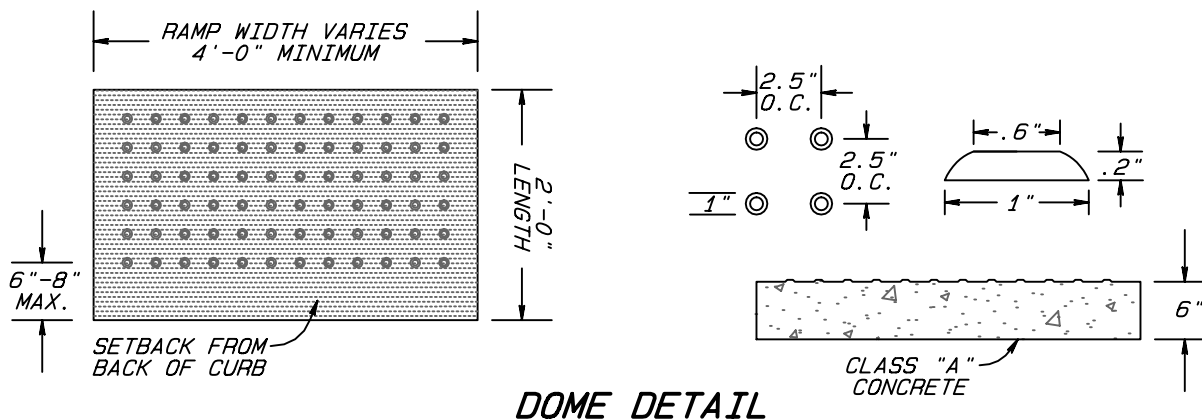
C I T Y O F G R E E N S B O R O

**STANDARD WHEELCHAIR RAMP
(NO GRASS STRIP)**

<i>STD. NO.</i>	<i>REV.</i>
418	08-92 09-03
	09-95 03-04
	08-02 09-05



SECTION A-A

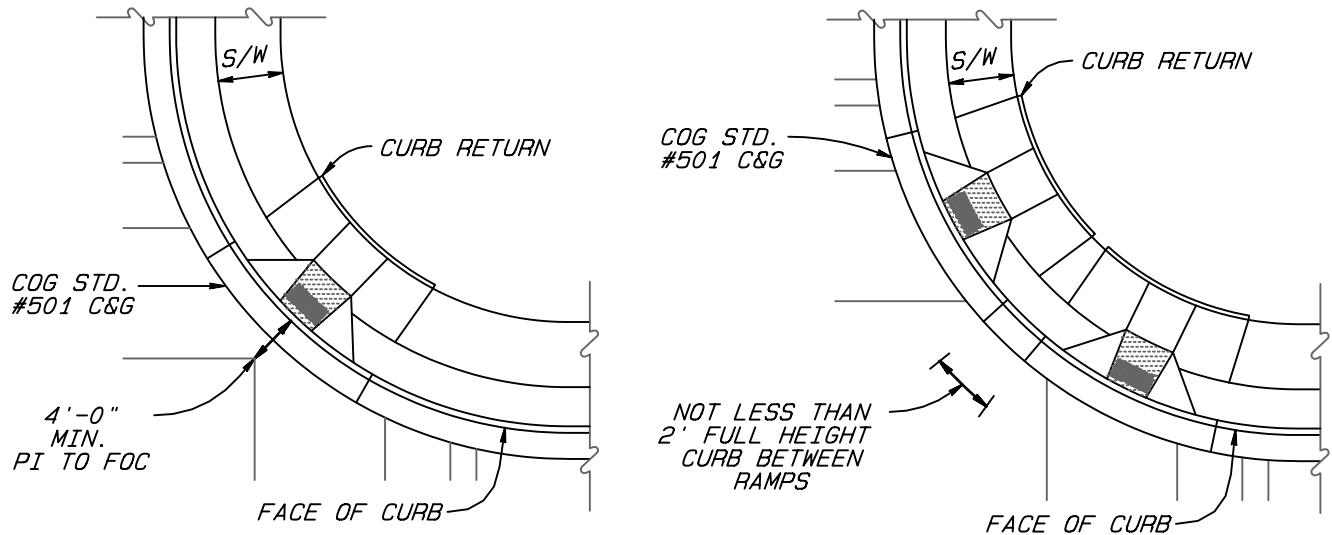


3 OF 6

C I T Y O F G R E E N S B O R O

STANDARD WHEELCHAIR RAMP (WITH GRASS STRIP)

<i>STD. NO.</i>	<i>REV.</i>
418	08-92 09-03
	09-95 03-04
	08-02 09-05



PLAN VIEW

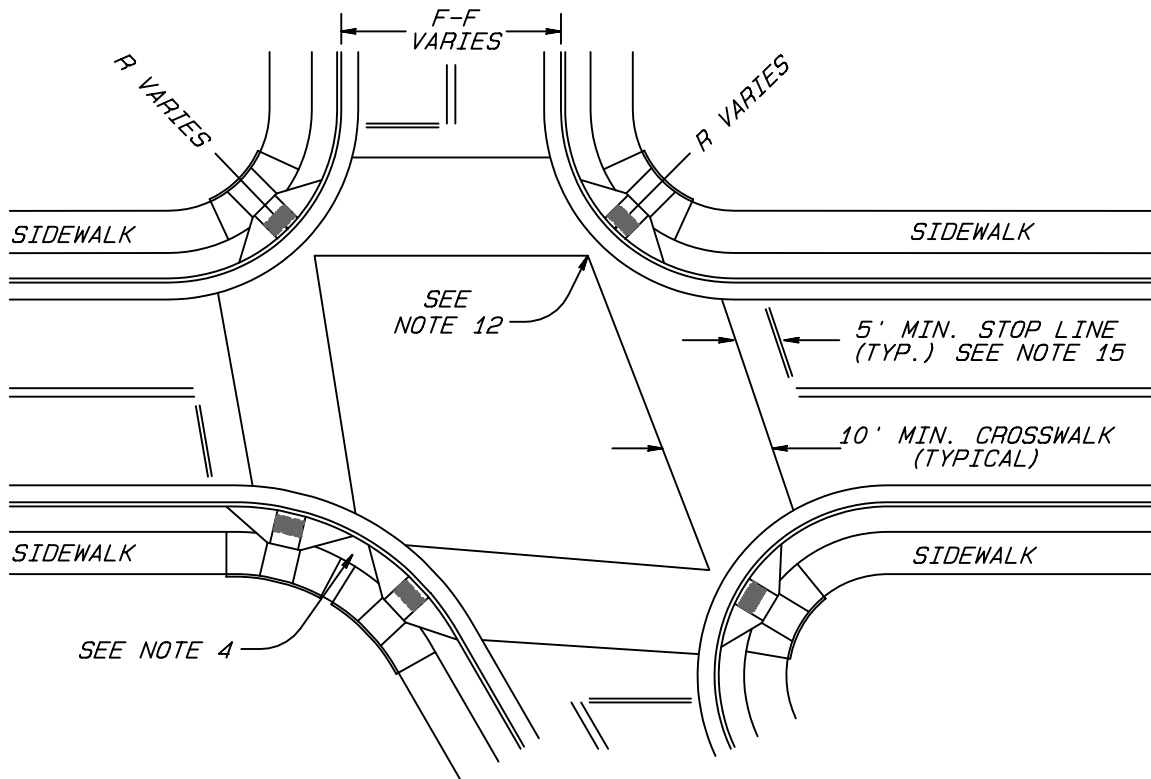
NOTES:

A PORTION OF RAMP MAY EXTEND OUTSIDE THE RETURN.

DIAGONAL RAMP MAXIMUM 25' RADII WITH 60" MINIMUM FLOOR WIDTH (NOT PERMISSIBLE FOR NEW CONSTRUCTION).

DUAL RAMPS ANY RADII WITH MIN. 4" FLOOR WIDTH.

THE INSIDE PEDESTRIAN CROSSWALK LINES SHALL BE SET NO CLOSER IN THE INTERSECTION THAN WOULD BE ESTABLISHED BY BISECTION OF THE INTERSECTION RADII, WITH ALLOWANCE OF A 4'-0" CLEAR ZONE IN THE VEHICULAR TRAVELWAY WHEN ONE RAMP IS INSTALLED. TWO RAMPS WILL BE REQUIRED WHERE THE DISTANCE OF THE BISECTION IS LESS THAN 4'-0".



DETAIL TYPICAL LOCATION WCR

4 OF 6

CITY OF GREENSBORO

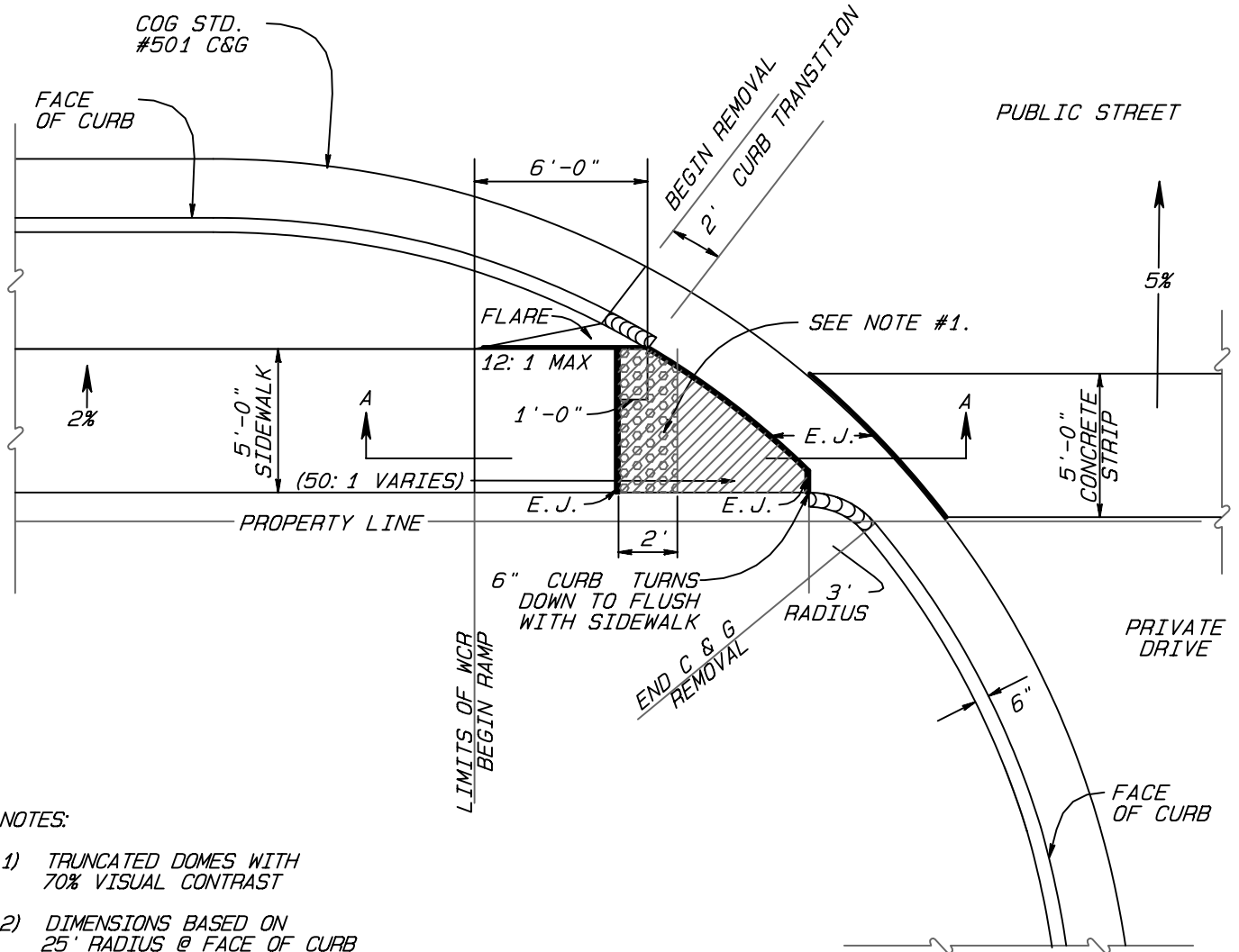
STANDARD WHEELCHAIR RAMP

STD. NO.

418

REV.

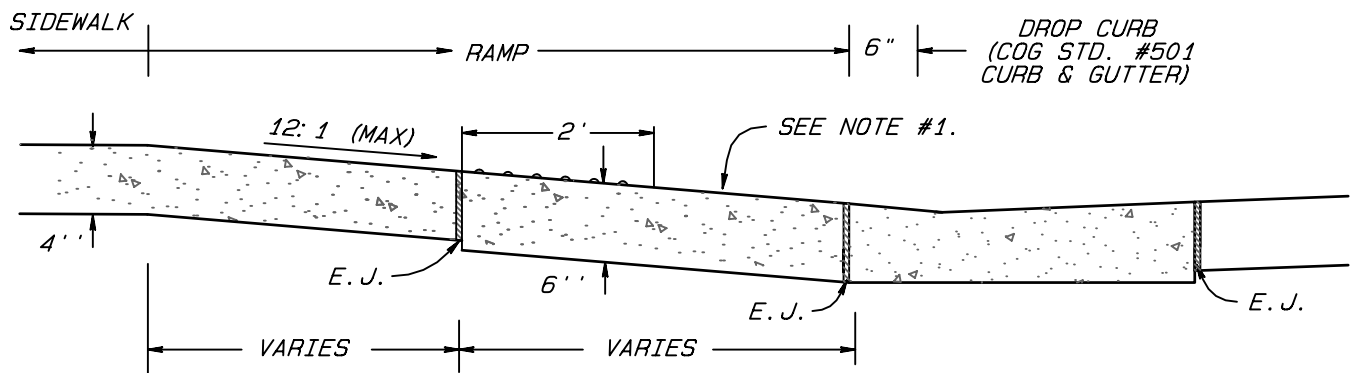
08-92 09-03
09-95 03-04
08-02 09-05



NOTES:

- 1) TRUNCATED DOMES WITH 70% VISUAL CONTRAST
- 2) DIMENSIONS BASED ON 25' RADIUS @ FACE OF CURB
- 3) SLOPES 12:1 (8.33%) (MAX)

DETAIL TYPICAL LOCATION WCR



E. J. = EXPANSION JOINT

SECTION A-A

5 OF 6

CITY OF GREENSBORO

**STANDARD WHEELCHAIR RAMP
(PRIVATE DRIVE)**

STD. NO.

418

REV.

08-92 09-03
09-95 03-04
08-02 09-05

NOTES:

1. DETECTABLE WARNING SURFACES ARE REQUIRED AT THE BOTTOM OF CURB RAMPS, BORDERS OF MEDIANS AND ISLANDS AND AT RAILROAD CROSSINGS FOR THE FULL WIDTH OF THE RAMP OR SIDEWALK. THE DETECTABLE WARNING SURFACE WILL PROVIDE A 70% CONTRAST TO THE SURROUNDING SURFACE. THE DETECTABLE WARNING SURFACE WILL BE A VITRIFIED POLYMER COMPOSITE (VPC) INSERT WITH TRUNCATED DOMES AS PER THIS STANDARD FOR SIZE AND SPACING REQUIREMENTS. MASONRY INSERTS MAY BE SUBSTITUTED FOR VPC DETECTABLE SURFACES PROVIDED CONSTRUCTION PROVISIONS ARE DETAILED AND APPROVED IN THE CONSTRUCTION PLAN REVIEW. SUBSTITUTE INSERTS SHALL CONFORM TO THE SAME SPACING AND DIMENSIONING REQUIREMENTS.

A MINIMUM 48" X 48" LANDING IS REQUIRED AT THE TOP OF EACH CURB RAMP. THE MAXIMUM CROSS SLOPE ON THIS LANDING IS 2% IN EACH DIRECTION. WARNING SURFACES SHALL MEET OR EXCEED ASTM D 695-072 FOR COMPRESSIVE STRENGTH, ASTM D 638-03 FOR TENSILE STRENGTH, AND ASTM D 790-03 FOR FLEXURAL STRENGTH. WEATHERING OF SURFACE SHALL MEET ASTM D 5420 WITH NO FADING OR CHALKING.
2. WHEELCHAIR RAMPS SHALL BE PROVIDED AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. WHEELCHAIR RAMPS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. DO NOT AFFECT PLACEMENT. WHERE TWO RAMPS ARE INSTALLED ADJOINING, NOT LESS THAN 2 FEET OF FULL HEIGHT CURB SHALL BE PLACED BETWEEN THE RAMPS.
3. ALL CONCRETE USED FOR CONSTRUCTION OF WHEELCHAIR RAMPS WILL BE PAID FOR AS "STANDARD WHEELCHAIR RAMP" (S.Y.).
4. ALL DEPRESSED CURBS AT WHEELCHAIR RAMPS WILL BE PAID FOR AS 2'-6" CONCRETE CURB AND GUTTER OR WHATEVER TYPE CURB AND GUTTER IS USED ADJACENT TO DEPRESSED CURB. (LN. FT.)
5. SUCH PRICES AND PAYMENTS WILL BE CONSIDERED FULL COMPENSATION FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO SATISFACTORILY COMPLETE THE WORK.
6. NO SLOPE ON THE WHEELCHAIR RAMP SHALL EXCEED 1"/1' (12:1) IN RELATIONSHIP TO THE GRADE OF THE STREET.
7. IN NO CASE SHALL THE WIDTH OF THE WHEELCHAIR RAMP BE LESS THAN 48" (4'-0") HOWEVER, WIDTH MAY EXCEED 48".
8. USE CLASS "A" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE.
9. A 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON THIS STANDARD.
10. CROSSWALK WIDTHS AND CONFIGURATIONS VARY BUT EACH MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
11. THE INSIDE PEDESTRIAN CROSSWALK LINES SHALL BE SET NO CLOSER IN THE INTERSECTION THAN WOULD BE ESTABLISHED BY BISECTION OF THE INTERSECTION RADII, WITH ALLOWANCE OF A 4' CLEARZONE IN THE VEHICULAR TRAVELWAY WHEN ONE RAMP IS INSTALLED. TWO RAMPS WILL BE REQUIRED WHERE THE DISTANCE OF THE BISECTION IS LESS THAN 4'. (SEE NOTE 17)
12. THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SHALL BE COORDINATED SO THE FLOOR OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES. DUAL RAMPS WITH FLARED SIDES SHALL BE PLACED SO 24" OF FULL CURB HEIGHT FALLS BETWEEN FLARES.
13. THE MINIMUM WIDTH OF THE PEDESTRIAN CROSSWALK SHALL BE 10 FEET.
14. STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, SHALL BE USED WHERE IT IS IMPORTANT TO INDICATE THE POINT BEHIND WHICH VEHICLES ARE REQUIRED TO STOP IN COMPLIANCE WITH A TRAFFIC SIGNAL, STOP SIGN OR OTHER LEGAL REQUIREMENT. AN UNUSUAL APPROACH SKEW MAY REQUIRE THE PLACEMENT OF THE STOP LINE PARALLEL TO THE INTERSECTING ROADWAY.
15. PARKING SHALL BE ELIMINATED A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
16. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION AND THE NORTH CAROLINA SUPPLEMENT TO THE MUTCD.
17. LOCATIONS FOR CURB DROPS OF PROPOSED AND FUTURE WHEELCHAIR RAMPS WILL BE DIMENSIONED ON ALL INTERSECTION IMPROVEMENT PLANS.

6 OF 6

CITY OF GREENSBORO

STANDARD WHEELCHAIR RAMP

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